

TELEGRAMS.

(From Singapore Papers.)

THE BEARING FISHERY.

DIFFICULTY.

The proposal made by Great Britain have been sent to the United States Senate. Mr. M. G. Blaine, of Washington, conjectured that the "Modus Vivendi" is now dead. The Hon. J. G. Blaine replied that America would certainly decide this right during the coming session.

CANADIAN AFFAIRS.

The result of the elections at Quebec are largely in favour of the Government. Mr. Mercier's party is crushed, and the Attorney-General of Quebec has issued a warrant for the arrest of Mr. Mercier and other Ministers, who are implicated in the scandals which have recently been exposed.

LOCAL AND GENERAL.

PASSED SUMMER CANAL.

OUTWARD BOUND.—Hartlepool, January 29; Herne Bay, 23; Clevedon, 24; Dundee, March 4; Brixham, Plymouth, Poole, Ryde, 8; Clevedon, Teignmouth, 11; Honiton, Midway, 12; Lyndhurst, 16.

INWARD BOUND.—Lyndhurst, February 20; Poole, Brixham, March 4; Herne Bay, 6; Newhaven, 8; Clevedon, 11.

The M. M. Co.'s steamer *Yarrow*, with the French Mail of the 15th January, left Singapore on Thursday, 17th March, at 8 p.m., and may be expected here on or about Thursday, 24th March. This packet brings a reply to letters despatched from Hongkong on Jan. 13.

The Canadian Pacific Railway steamer *Empress of China* left Vancouver for Japan and Hongkong on the 11th March, and is due at Yokohama on the 26th March.

The a. a. *Kutang*, from Straits and Calcutta, left Singapore for this port on the 16th March, and may be expected here on or about March 22.

The a. a. *Therazide* left Singapore on March 17th, and may be expected here on about March 23.

Mr. C. S. G. Co.'s steamer *Levi* left Singapore on March 19, and may be expected here on or about the 26th March.

The D. D. E. a. *Hesperia*, from Hamburg, left Singapore on March 26, and may be expected here on or about March 27.

The P. and O. Co.'s steamer *Panzer* left Singapore for this port on the 20th March, and may be expected here on or about March 27.

The E. & A. Co.'s a. a. *Africa* from Australia, left Port Denison on March 15, via Amboina, for this port.

The N. G. E. a. *Bengal* left Bombay for this port on March 16, and may be expected here on or about April 1st.

The P. and O. a. *Azam* left Bombay for this port on March 16.

The P. and O. a. *Macedon* left London for this port on March 17.

Two visitors to the City Hall Museum during the week ending 20th March, 1892, comprising 162 Europeans and 1,303 Chinese.

The Superintendent of the P. & O. Co. informs us that the Company's a. a. *Venice* left Singapore at 10 a.m. yesterday for this port. The Company's a. a. *Bombay* left London for this port on the 17th inst.

Misses Schuster & Co. inform us that the D. D. E. steamer *Hesperia*, from Hamburg, left Singapore for this port yesterday, and may be expected here on or about the 27th inst.

For sticking a knife into a coolie's leg on the bridge at Shaukiwan on 18th inst., Chow Tong, mail pecker, was fined \$10.

With the alternative of a month's imprisonment, by Mr. Wiss to-day.

TELEGRAMS.—From Bangkok, dated 10th March, states that the ceremony of cutting the first act of the Korti Railway was performed by His Majesty the King of Siam.

The *China Mail*, which published in its to-day's issue a special telegram from the North, we learn the new Governor-General of Ill is H. E. Chang Chun, who took office on the 21st ult.

The tramway cable car, &c., underwent an official inspection to-day, the running of the cars being suspended during the early part of the day for this purpose, and resumed again in the afternoon.

Two visitors to the *China Mail*, which arrived yesterday, reported a slight damage to the amount of \$2,000. The *China Mail* is the latest to sustain damage in the 16th earthquake at Manila, doing a great amount of damage.

True Luke, who is said to be 16 years of age, was sent to prison for six weeks by Mr. Woodhouse to-day for stealing a boat from Jardine's Wharf on the 15th inst. The boat was found at Yaounde on Saturday.

To-day, *Chas. Tung*, coolie, was committed for trial by the Criminal Sessional Court for cutting and wounding Chow Si Kwei and Tam Toan, coolies, with a charge on 11th November last. The accused has been before the Court on several occasions but had always been remanded by Mr. Wiss to the attendance of Chas. Tung. His "Trip round the World" was on, but a 2nd Baron Munchausen when he tells of his travels.

Two can be smart.—"Do you keep corn meal?" I asked the man with the basket. "No, sir," said the grocer. "Did I say I wanted?" "I hardly asked the man with the basket." And he went out and bought another grocer's store where the salesmen were not quite so smart.

Mails.

To-day's Advertisements.

NOTICE.
AGENCE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTA FRANCAIS.
STEAM FOR
SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
NEUTERIAN AND
BLAUE SEA PORTS, ALEXANDRIA,
MARSELLLES, AND PORTS
OF BRAZIL, AND LA PLATA;
LONDON, BAYRE AND BORDEAUX.

ON WEDNESDAY, the 23rd March, 1892, at Noon, the Company's S.S. *OXUS*, Commandant CHABON, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal place of export.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 22nd March, 1892. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Quantity and value of packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPAUX,
Agent.

Hongkong, March 9, 1892. 471

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG,
Wednesday, March 23, 1892; Saturday, April 16,
City of Peking.

THE U. S. MAIL STEAMSHIP *CHINA*
will be despatched for SAN FRANCISCO
on the 23rd March at 1 p.m., taking
Passengers and Freight for Japan, the
United States, and Europe.

RATES OF PASSAGE.
From HONGKONG, FIRST CLASS.
From Hongkong, Vancouver, Victoria, Esquimalt, New Westminster, Port Town, \$225.00
and Seattle, Tacoma, Portland, \$125.00
To Liverpool and London \$325.00
To Paris and Bremen \$345.00
To Havre and Hamburg \$355.00
Through Passage tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DEPARTURE.

FOR ZETLAND LODGE.

TO LET.

1ST FLOOR, NO. 64, QUEEN'S ROAD
CENTRAL, suitable for OFFICES.

Apply to
MR. G. FALCONER & CO.;
LAI HING & CO.,
No. 153, Queen's Road Central.

Hongkong, March 21, 1892. 530

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

TO LET.

NOS. 9, 12 and 14, KNUITSFORD
TERRAE, KOWLOON.

Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.

Hongkong, March 21, 1892. 541

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.

Hongkong, March 21, 1892. 543

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.

Hongkong, March 21, 1892. 540

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PACIFIC MAIL STEAMSHIP
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To Havre and Hamburg \$355.00
Through Passage tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DEPARTURE.

FOR SWATOW.

The Co.'s Steamship
"STOLZENFELS" on
Capt. Davies, will be
despatched for the above
Port on WEDNESDAY, the 23rd Inst., at
Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAKIN & CO.,
General Managers.

Hongkong, March 21, 1892. 537

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
"STOLZENFELS" on
Capt. T. R. GAINSWORTHY,
will be despatched for the above
Port on WEDNESDAY, the 23rd Inst., at
8.00 A.M.

For Freight or Passage, apply to
JARDINE, MATTHEWS & CO.,
General Managers.

Hongkong, March 21, 1892. 536

FOR SHANGHAI.

The Steamship
"STOLZENFELS" on
Capt. R. E. STELLER, will
be despatched for the above
Port on WEDNESDAY, the 23rd Inst., at
8.00 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAKIN & CO.,
General Managers.

Hongkong, March 21, 1892. 542

FOR MOUNT AUSTIN HOTEL.

LIST OF VISITORS.

Mr. & Mrs. F. V. BROOK, Mr. CHARLES C. MACEHORN
and children; Mr. HERBERT OLIVINE

Mr. J. G. BUCKLE, Mr. J. H. PERRY

Mr. E. BYRNE, Mr. P. COTTER, MR. MUSIANO PONT

MR. J. B. COUGHLIN, MR. J. R. KIRK

MR. H. G. DOWLER, MR. AND MRS. STANLEY

Mr. & Mrs. J. T. TAYLOR.

THE CHINA MAIL.

The British Consul's Power left to-day, on a cruise.

At the Magistracy to-day Mr Weddhouse fined two Chinese boys \$1 for placing stones on the tramway rails on Saturday afternoon. Mr. Moffat, chief inspector, who saw the boys put the stones on the rails when the car was about thirty yards off, said that this was not the first time that dangerous practice had been indulged in.

This British steamer *Blenheim*, which arrived this afternoon from Saigon, reports: Had very strong monsoon with heavy seas throughout passage. On Saturday and Sunday, 19th and 20th, very confused heavy seas, whipping large quantities of water fore and aft, shifting and washing away a quantity of deck cargo and carrying away deck fittings and woodwork.

YESTERDAY evening Consable Burnet went to a house at 3 Tseung Shan Lane, where he suspected illicit opium was concealed, and on entering he surprised a Chinese butcher in the act of weighing opium. When he saw the constable he seized a dagger, but was prevented from making any use of it. At the Magistracy to-day Mr. Wise fined the butcher \$25, with the alternative of six weeks' imprisonment. His Worship fined another man who was in the house \$5 for having a seal of opium in his possession.

TO-DAY at the Magistracy Mr. Weddhouse sentenced Choi Cheung, cook, to nine months' imprisonment for committing a very audacious robbery in Hollywood Road on the 17th inst. About five o'clock in the afternoon, Choi U Fat, a farmer from Haiphong, who had arrived in the Colony on the previous evening, was strolling through the town. While coming along Hollywood Road a number of men set upon him and the prisoner cut his purse away from his girdle. The purse contained \$1, about 100 cash, and a knife. An Indian constable arrested the prisoner while he was trying to escape. No money was found upon him, and none of the other men were discovered.

TO-DAY at the Magistracy Mr. Wise heard evidence in a case in which Ko Po-ou, mandarin, and Wong Tak Fung, servant, were charged with stealing a piece of silk, valued at \$18, the property of the Hongkong Trading Company, on 16th inst. Joseph Peel, Cotton, who is in charge of the business of the Trading Company, stated that the defendant went into the store in Queen's Road about 0.15 a.m. on the 16th inst. They asked to see and were shown some brocaded silks and calico by the shop assistants. Mr. Cotton observed the first defendant seize a piece of silk and try to hide it under his coat. Finding he was observed he dropped the silk upon the floor, and pretended that he was only looking at the silk when charged with attempting to steal it. Several pieces of silk have been stolen of late from the store. Detective Sergeant Hadden stated that, when searched, the first defendant had only two cash in his possession while his companion had no money. Sentence of three months' imprisonment with hard labour was passed upon each of the defendants.

THESE are at present twelve sailing vessels, laden with kerosene oil in Shanghai en route from New York to Hongkong.

The last half-yearly report of the Strait Ice Co., Ltd., says that the net profit during the said period amounted to \$1,315,64, and that the demand for ice was very large and kept all the Company's machines going.

To judge by our Korea correspondence, says the *Shanghai Mercury*, it seems indeed probable that poor Korea is going to be saddled with an apology for a day; the play-out wooden steamer *Hirokō*, mounted by Japanese, is to be transformed at Ulsan into a cruiser.

ANOTHER a week ago, says the *Shanghai Mercury*, the *Widow's Home* at Nanking was not on fire through the carelessness of some servants in cooking the evening meal. A large portion of the building was completely destroyed. Owing to the prompt attention of friends and officials no lives were lost.

WHILE the *Solace* was in the vicinity of Benham, says the *W. C. Daily News*, a junk flying signals of distress was observed and the steamer took the junk in tow, but when the junkmen found that the junk was going through the water at an rapid rate, they appear to have got frightened and disengaged themselves with the steamer by cutting the hawsers.

Sixty thousand bales of piece goods were shipped by the first lot of steamers from Shanghai to Tientsin. Such a great quantity, instead of flooding the market, only tended to increase the demand. When the *Empress* was being loaded there was much wrangling among the piece-goods men over their respective rights to ship. The trade looks promising—Hupoo.

This persons who were killed or injured in the electrocution movements in Japan from Jan. 23rd to Feb. 23rd number 178, including 52 deaths, 45 persons severely, and 107 slightly injured. Kochi, Kanagawa, and Nagasaki are the chief centers of electrocution.

The race was timed at *Shing-poo*.
Horses. 3. 16. 30.
Kitten. 3. 32. 00.
Fox. 3. 32. 00.

The second class race resulted in an easy win for the field, the times of the field being—

CHINA AND MANILA STEAMSHIP CO.

The ninth ordinary general meeting of shareholders of this company was held to-day. There were present Mr. J. S. Moses (Chairman), Messrs. H. B. Hopkins, R. Shaw (members of Consulting Committee), M. S. Saseco, J. B. Coughtrie, Paul Jones and G. A. Tongue.

The Chairman said—Gentlemen, the report and accounts, having been in your hands for some time past, may I say, I read. I regret that we are not more satisfied with the management of the company. In addition to the losses sustained through the failure of the late General Manager, the Company had for the last six months of the year, to contend with an unusually dull state of trade in the Philippines, and with increased competition for the little freight that was offering. We have however done our utmost to minimize these misfortunes, as much as possible by reducing the working expenses and by taking the *Diamond* off the line, as we find that under existing circumstances she is unable to run successfully against vessels of larger capacity and proportionately less running expenses.

Every endeavour has been made to dispose of this vessel at a fair market price, and we are in hope of finding the negotiations now pending the *Empress* may be brought to a successful conclusion. I am glad to say that the new manager *Emerson* has proved to be a very satisfactory acquisition for the Company, and will adapt in every respect for the peculiar requirements of the Manila trade. The earnings also of both steamers *Emerson* and *Zigzag* have shown a considerable improvement lately, which I trust may continue.

The question of our claim on the estate of the late General Manager you are all already conversant with. The law concerned against us in suit against their old Compradores, and we can only hope that an ordinary creditors. The claim itself as explained in the report has been written down to \$146,000, about what we roughly estimate the vessel is worth. Before moving the adoption of the Report and Accounts I should be happy to answer any question from shareholders.

There were no questions.

The Chairman—I now beg to propose that the Report and Accounts as presented be adopted and passed.

Mr. J. B. Coughtrie seconded and the motion was carried unanimously.

Mr. Paul Jordan proposed the re-election of Messrs. Gillies, Moses, Hopkins and Shaw as the Consulting Committee.

Mr. M. S. Saseco seconded.

Carried unanimously.

Mr. Hopkins proposed the re-election of Messrs. Arnold and Cox as Auditors.

Carried unanimously.

This terminated the meeting.

FOOTBALL.

H.K. FOOTBALL CLUB (21 ELEVEN) v. COLTS ATHLETIC ASSOCIATION.

The above match took place on Saturday afternoon under Association Rules at Happy Valley and ended in a victory for the Club by 3 goals to 1. The *Colts* throughout played a very plucky game, but they lacked combination and confidence in each other's play, evidently from want of systematic practice at the game. *Kow, Skipton and Pidgin* did good work for their side, while Wallace, Finckney and Cooper saved some determined rushes by the *Colts*. The Club goal, if it is a very fair judgment, is the youth of *H. B. Hopkins*, during whose energetic and skillful play it is to be hoped that the lively interest taken in the many game will not be allowed to die out.

HONGKONG CORINTHIAN SAILING CLUB.

Last day the *Corinthian* have had this season, there being a good whale sail breeze from the N.E. throughout the day.

At 10.45 the following boats started—

1st Class. *Hiyoh*, Lloyd 1.4.
Kitten, May 1.2.
Efin, Belmont 1.2.
She, Sale 1.1.
2nd Class. *Petrie*, Hastings 0.9.
Perthie, Gurney 0.5.

The *Hiyoh* was out but got into difficulties just before the start and did not cross the line.

The owner of *Petrie* was unfortunately unable to sail his craft, which is to be regretted as it was a day on which the old boat should have done very well.

The course was: 1st. *Gates*—From the S.M. Pier round Cow-chu island, passing to the North of the Minfield, buoy off Stonewall's both out and home, and then round the Eastern Buoy of the Kowloon Docks and back to the pier—16 miles.

2nd. *Class*.—From the Pier round the Fairway Buoy of Belcher's, the Minfield Buoy, and the Kowloon Docks and back to the Pier—2 miles.

A somewhat staggering start was effected.

H. Yoh and *Kitten* being the only two boats which were brought to the line in good time, and they might have done better had their skippers watched their clocks closer.

With the wind abeam a very fair passage was made to the Minfield buoy, which was rounded in the following order:—*H. Yoh*, *Kitten* close together, and *She* (who evidently thought the typhoon season was at hand, and had with commendable caution tied down a reef) some way astern.

From the buoy it was a dead run to Cow-chu and considerable difference of opinion as to which gaff to which gaff was the best.

H. Yoh stuck to the starboard gaff and at once had to jibe, but *Kitten* and *She* had not the same success and ran out round the port, a manoeuvre they had no reason to regret as another gaff had to be effected by them to fetch the North side of the island and so they lost valuable ground.

On rounding there was a little difference between the first two, and *Kitten* was not far off, and the boats settled down for a long thrash to windward. *Hiyoh*, *Kitten* and *She* soon made about on to the starboard tack and made for the North side of the buoy where the water was not so lumpy, but *Kitten* made a long board to the southward till last it looked as if she was off to Singapore and had got round the harbour. However, this was not the case, and she soon made for the Minfield buoy some twelve miles away of *Hiyoh*, having *Hiyoh*, whose passage for smooth water had left her almost becalmed under Chong-kuo, a long way off.

Through the harbour *Hiyoh*, with a freshening wind, was in fine form and reached the Kowloon dock buoy about 16 minutes ahead of *Kitten*.

The race was timed at *Shing-poo*.

Hiyoh. 3. 16. 30.

Kitten. 3. 32. 00.

She. 3. 32. 00.

Hiyoh gave up.

The second class race resulted in an easy win for the field, the times of the field being—

Petrie. 2. 2. 0.

Perthie. 2. 53. 00.

The long range handicap cup and spoons were shot for on Saturday, but the shooting was generally below the usual average owing to the wind sweeping down the range. Lieutenant Howell, R.N., won the cup for the second time with a score of 65. He also won the first aggregate spoons, and Mr. Watson won the second, with a score of 63.

Mr. Francis—Were these communicated to me?

Mr. Francis—They were never shown to me.

Mr. Francis—It is only to show that the next of kin had authorized these acts on the part of Mr. Pollock.

Mr. Francis—Your legal power is the right of administration, not to *shame* from the ladies, who fail to pay their debts.

Mr. Francis—A man might take out the letters of administration without authority.

Mr. Francis—He would not get them.

Mr. Francis—It was through time lost.

Mr. Francis—He would receive his judgment.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

The Company's STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SATURDAY, the 2nd day of April,
1893, at 3 p.m., the Company's
S. S. SACHSEN, Captain H. SUMMER,
with MAILS, PASSENGERS, SPEICER
and CARGO, will leave this port as above
calling at GENOA.

Shipping Orders will be granted till 5
p.m., on the 1st April. Bills will be
received on board until 1 p.m., Specks and
Parcels until 10 a.m. on the 2nd April.
(Parcels are not to be sent on board.)
Cargo must be left at the Agents' Office. Con-
tents of Packages inquired.

The Steamer will call at Accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to

MILCHERS & CO.,
Agents.

Hongkong, March 12, 1893. 489

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILING FROM HONGKONG.

TUESDAY, April 6.

Wednesday, April 7.

Thursday, April 8.

Saturday, May 21.

THE Steamship DELTA will be
despatched for San Francisco, and
Yokohama, on TUESDAY, May 6, April,
at 1 p.m., connection being made at Yoko-
hama with Steamers from Shanghai and
Japan Ports.

RATES OF PASSAGE.

From Hongkong, FIRST CLASS.
To San Francisco, Vancouver,
Victoria, Victoria, New
Westminster, Port Town-
send, Seattle, Tacoma, Port-
land, O.

To Liverpool and London ... \$325.00
To Paris and Bremen ... \$345.00
To Havre and Hamburg ... \$335.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION. 30 day
ticket. Continuous
ticket.

Kansas City, Mo., Omaha, Neb. 285.00

St. Louis, Mo., Minne-
apolis, Minn. 292.50

Chicago, Ill. 297.50

Milwaukee, Wis. 300.50

Cincinnati, Ohio 302.50

Columbus, Ohio 304.25

Detroit, Mich. 304.50

Cleveland, Ohio 306.50

Toronto, Canada 309.50

Pittsburg, Penn. 310.25

Niagara Falls, N. Y. Buf-
falo, N. Y. 311.00

Washington, D. C., Balti-
more, Md. 317.50

Montreal, Canada 319.75

Philadelphia, Penn. 319.75

New York 319.75

Boston, Mass. 321.15

Portland, Maine 327.25

All the above Rates are in Mexican
Dollars.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Return Tickets—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:—

4 months \$337.50

12 \$393.75

Time is reckoned from date of issue to
date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan for a second time within one year will be
allowed a discount of 10%. This allowance
does not extend to the fares from China
and Japan to Europe.

All Parcel Postages should be marked
to address in full, and same will be received
day the Company's Office until 6 p.m. the
1st previous to sailing.

General Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of Central
Company, No. 72, Queen's Road, Central.

J. K. VAN BUREN,
Agent.

Hongkong, March 10, 1892. 336

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,
Reprinted from 'The China Mail'
WITH AN APPENDIX.

THIS PAMPHLET is now ready,
and may be had at the
OFFICE OF THE PAPER,
Messrs. LANE, CRAWFORD & CO.,
Messrs. KELLY & WILSHIRE,
And Mr. W. BARNETT.

Price 50 Cents.

Mails.

Intimations.

SANTAL-MIDY.

The pure essence of Santal oil
is contained in this Mixture prepared for the
best Mysore wood.

SANTAL-MIDY is entirely differ-
ent from the santon oil of the Indian Bazaar,
is superior to Copalina, Cuban, or
injections and free from all bad
smell and other inconveniences.

SANTAL-MIDY care all de-
rangements of the urinary organs in either sex
in 48 hours.

SANTAL-MIDY is contained
in small round
Capsules, each of which
bears the name
in black letters, without
which none are genuine.

SANTAL-MIDY Beware of
Imitations.

All other Capsules or mixtures
contain impurities, resins, oils,
etc., and are worse than useless.

SANTAL-MIDY is sold by all
druggists and medicine dealers through the
world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. WATSON & CO., Chemists.

NOW READY.

PRICE. \$1.50.

UP THE YANGTSE,

BY

E. H. PARKER,

with

SKETCH MAPS.

CONTENTS:
The Yangtze Gorges and Rapids in Hu-pei.
The Rapids of the Upper Yang-tze.
The 'Vale-mucum' of the Traveller
through the Gorges of the Great River.
Special Observations.

A Journey in North Sz Ch'un.
Nan-ch'an and the Kung-t'an River.
Up the Great Salt River.
The Great Salt Wells.
North Wuk Chou.
The Wilds of Hu-pei.
Sz Ch'un Plants.

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COMPARATIVE CHINESE FAMILY LAW

BY E. H. PARKER.

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Hongkong, February 26, 1891.

SHARE LIST.—QUOTATIONS.—March 21, 1892.

Stocks. Nos. of Shares. Value. Paid up. Closing Quotations, Cash.

BANKS. 80,000 3 125 all 187 2% prem.

Bank of China, Japan and Straits, 109,875 2 10 1.15 \$24, sales

Id. 1,250 2 10 1.15 1.27, nominal

National Bank of China, Limited, 8,000 3 10 all 1.10 28 2% %, sellers

MANUFACTURERS.—FIRE INSURANCES.

Canton Insurance Co., Ltd. 10,000 3 25 210, sales

China Traders Insurance Co., Ltd. 83,333 3 25 250, sales and buyers

North China Insurance Co., Ltd. 5,000 3 20 60 Tls. 257, sales and sellers

Strata Insurance Co., Ltd. 30,000 3 10 1.15 2.14, sellers

Union Insurance Society Co., Ltd. 10,000 3 25 26 230, sellers

Union Fire Insurance Co., Ltd. 8,000 3 10 all 1.08

DO. (new issue) 20,000 3 10 1.15 1.27, %, nominal

SHIPS.

Canton Insurance Co., Ltd. 25,000 3 25 210, sales and buyers

China Traders Insurance Co., Ltd. 20,000 3 25 250, sales and buyers

North China Insurance Co., Ltd. 20,000 3 25 260, sales and buyers

Strata Insurance Co., Ltd. 20,000 3 25 260, nominal

Union Insurance Society Co., Ltd. 20,000 3 25 260, nominal

Union Fire Insurance Co., Ltd. 20,000 3 25 260, nominal

DO. (new issue) 20,000 3 10 1.15 1.27, %, nominal

SHIPS.—FIRE INSURANCES.

China Fire Insurance Co., Ltd. 20,000 3 10 1.15 210, sales

Id. 25,000 3 10 1.15 215, sales

Id. 20,000 3 10 1.15 217, %, nominal

Id. 20,000 3 10 1.15 218, %, nominal

Id. 20,000 3 10 1.15 219, %, nominal

Id. 20,000 3 10 1.15 220, %, nominal

Id. 20,000 3 10 1.15 221, %, nominal

Id. 20,000 3 10 1.15 222, %, nominal

Id. 20,000 3 10 1.15 223, %, nominal

Id. 20,000 3 10 1.15 224, %, nominal

Id. 20,000 3 10 1.15 225, %, nominal

Id. 20,000 3 10 1.15 226, %, nominal

Id. 20,000 3 10 1.15 227, %, nominal

Id. 20,000 3 10 1.15 228, %, nominal

Id. 20,000 3 10 1.15 229, %, nominal

Id. 20,000 3 10 1.15 230, %, nominal

Id. 20,000 3 10 1.15 231, %, nominal

Id. 20,000 3 10 1.15 232, %, nominal

Id. 20,000 3 10 1.15 233, %, nominal

Id. 20,000 3 10 1.15 234, %, nominal

Id. 20,000 3 10 1.15 235, %, nominal

Id. 20,000 3 1